



**ZONING ADMINISTRATOR PERMIT
STAFF REPORT
JUNE 7, 2021**

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|------------------------|--|
| Project: | OSGOOD APARTMENTS - (PLN2021-00041) |
| Proposal: | To consider a Discretionary Design Review Permit and a request for a density bonus and development concessions per California Government Code Section 65915 to allow development of a six-story, 112-unit affordable housing development located on a two-parcel, 1.37-net acre site at 41829-41875 Osgood Road in the R-3-70(TOD) district and Irvington Community Plan Area, and to consider exemptions from the requirements of the California Environmental Quality Act (CEQA) per, without limitation, CEQA Guidelines Section 15332, Infill Development Projects and CEQA Guidelines Section 15301, Existing Facilities; and a finding that no further environmental review is required pursuant to CEQA Guidelines Section 15183, as the project is consistent with the density established by the General Plan, for which an Environmental Impact Report (EIR) (SCH#2010082060) was previously prepared and certified; and CEQA Guidelines Section 15183.3, as the infill project satisfies the performance standards of CEQA Guidelines Appendix M and would not cause any new specific effects or more significant effects not previously analyzed in the General Plan EIR. Each of the foregoing provides a separate and independent basis for CEQA compliance. |
| Recommendation: | Approve, based on findings and subject to conditions. |
| Location: | 41829 Osgood Road, APN 525-342-5 41875 Osgood Road, APN 525-342-6-2 (See aerial photo next page) |
| Area: | 115,166 gross-square-foot building on a 59,677-square-foot (1.37 net acre) site |
| People: | Brad Dickason, Maracor Development - Owner Anna Yang – Property Owner Mark Hungerford, Staff Planner (510) 494-4541; mhungerford@fremont.gov |
| General Plan: | Urban Residential |
| Zoning: | R-3-70(TOD) (Multifamily Residential with Transit-Oriented Development Overlay District) |

EXECUTIVE SUMMARY:

The applicant is requesting approval of a Discretionary Design Review Permit to allow construction of an affordable housing development consisting of a six-story building containing 112 apartment units at 41829-41975 Osgood Road. The City has reviewed the proposed project and found it to be in conformance with the applicable development policies, ordinances and the General Plan. Therefore, staff recommends approval of the Discretionary Design Review Permit as depicted in Exhibit "A," based on findings and subject to the conditions of approval in Exhibit "B."



Figure 1: Aerial Photo of Project Site and Surrounding Area.



SURROUNDING LAND USES:

North: Two-story commercial building; R-3-70(TOD)
 South: One-story industrial building; R-3-70(TOD)
 East: One-story single-family homes; R-3-70 (TOD)
 West: Drainage Channel and railroad corridor; OS and RR-COR

BACKGROUND AND PREVIOUS ACTIONS:

The subject site consists of two properties, each containing a legal-nonconforming, one-story single-family home. The single-family home at 41829 Osgood Road measures 1,033 square feet and was constructed in 1956. The single-family home at 41875 Osgood Road measures 1,456 square feet and was also constructed in 1956. In February 2020, in accordance with Fremont Municipal Code (FMC) Section 18.175.060, the two homes were each individually evaluated for historic resource consideration; both were found to lack historic significance.

In December 2012, the City re-designated the subject site Urban Residential, 30-70 dwelling units per acre, as part of the City's comprehensive General Plan Update. In May 2015, the City Council approved a City-initiated rezoning of the site to R-3-70(TOD) to establish consistency with the Urban Residential General Plan designation of the property. Then, on July 26, 2019, the City Council adopted the Irvington BART Station Area Plan, which provides a framework for transit-oriented developments around the planned Irvington BART Station.

On April 20, 2021, the City Council authorized execution of a \$6,000,000 loan for the project, finding that it fills a community need for affordable housing and will help the City meet its affordable housing goals.

PROJECT DESCRIPTION:

The applicant proposes to demolish the two existing single-family homes located at the two-lot site, combine the two lots into a single lot, and construct a new six-story, 112-unit apartment building that, aside from one unrestricted manager's unit, would serve lower-income households. The project would incorporate a density bonus to achieve a net density of 81.75 dwelling units per acre, which is equivalent to a 14% increase above the R-3-70(TOD) 70 dwelling units per acre standard.

The project would be accessed via two separate driveways along Osgood Road, one on the proposed building's north side, and one on the proposed building's south side. Connecting these two Osgood Road access points would be a looping roadway that runs along the outside perimeter of the building. The roadway would provide access to the building's ground floor common garage area, open parking spaces located off the building's north and east sides (11 vehicle stalls and six motorcycle stalls), while also functioning as an emergency vehicle access route.

The building would contain five floors of apartment units above a single-level podium for a total height of six stories and 85'-11". The building's ground floor Osgood Road frontage would consist of a resident lobby area, two offices, a bicycle kitchen/storage room, and a mailroom. The building's parking garage, which would contain 56 vehicle stalls and four motorcycle stalls, would occupy the majority of remainder ground floor space. The apartment unit breakdown on the upper-floors would consist of 50 studio units, 32 two-bedroom units, and 30 three-bedroom units. A podium-level courtyard for resident use measures 3,863 square feet. The courtyard would provide direct access to adjacent clubhouse (966 square feet) and fitness center (729 square feet) spaces that would also be for resident use. In addition to common open space, 10 of the project's podium-level units would have private patio areas.

Of the site's 22 existing private protected trees, eight would be removed for development of the proposed project. A total of 40 new, 24-inch box trees and six new, 15-gallon trees are proposed for inclusion in the project, including four new street trees along the site's Osgood Road frontage, which would be redesigned with a 16'-wide sidewalk area comprised of a landscaped curb zone and a pedestrian walking zone.

PROJECT ANALYSIS:

General Plan Conformance:

The project site is designated Urban Residential, 30-70 Dwelling Units per Acre in the General Plan's Land Use Element. Sites with this designation are intended to be developed with the highest residential densities allowed in the City and are limited to the City Center and around the City's existing and planned BART Stations. Development envisioned for these sites would consist of mid- and high-rise residential and mixed-use developments typically containing four or more floors and having densities of up to 70 units per acre. Sites with this land use designation that are also located within a TOD Overlay District are required to have a minimum density of 50 units per acre.

The following General Plan Policies are applicable to the proposed project:

LAND USE POLICY 2-1.7: Becoming a More Transit-Oriented City – Plan for Fremont's transition to a community that includes a mix of established lower-density neighborhoods and new higher-density mixed-use neighborhoods with access to high-quality transit. Transit-oriented development (TOD) – or the placement of higher-density uses around transit facilities – should be recognized as the key strategy for accommodating Fremont's growth in the next 20-25 years.

LAND USE POLICY 2-1.11: Infill Emphasis – Focus new development on under-developed or "skipped over" sites that are already served by infrastructure and public streets.

LAND USE GOAL 2-2: Directing Change – Growth and development that is orderly and efficient, leverages public investment, ensures the continued availability of infrastructure and public services, reduces adverse impacts on adjacent properties, and protects the natural environment.

LAND USE POLICY 2-3.8: Location of Higher Density Housing – Generally locate new higher density housing in Priority Development Areas and the TOD Overlay where there is good access to transit, proximity to local-serving commercial uses, and proximity to collector or arterial streets. Conversely, the City should discourage the use of developable sites with these attributes for new low employee intensity or low value land uses.

MOBILITY ELEMENT POLICY 3-2.2: Reducing Vehicle Trips through Land Use Choices – Support new forms of development that reduce the number of trips generated as compared to traditional suburban development. This includes live-work development, mixed-use development (reducing the need to drive to services), and higher density development around transit stations (reducing the need to own and/or use a vehicle).

COMMUNITY CHARACTER POLICY 4-2.1: Complete Neighborhoods – Encourage walkable, connected neighborhoods with multiple land uses and housing types, rather than self-contained residential subdivisions with a single housing type. Neighborhoods should accommodate safe walking and bicycling to daily necessities, services, and transit lines.

COMMUNITY CHARACTER POLICY 4-1.4: Corridors – Utilize Fremont's major transportation corridors to connect the city, provide a sense of arrival and departure when traveling through different parts of Fremont, and create a positive impression of Fremont for persons using all modes of travel through the city. The planning and design of corridors should reflect their varied functions and the desire to transform Fremont into a less auto-oriented, more pedestrian-friendly community.

(IRVINGTON) COMMUNITY PLANS POLICY 11-6.11: Osgood Road Corridor – *Encourage high-density residential development along Osgood Road south of the new BART Station. Development should be designed to facilitate safe, convenient pedestrian access to the station. The area along Osgood Road south of Blacow Road should remain Service Industrial.*

Analysis: The project constitutes a new, high-density multifamily residential development of 81.75 dwelling units per net acre located in a TOD Overlay District within walking distance of the planned and funded Irvington BART Station, which will offer frequent and efficient train service to the cities throughout the Bay Area. Vehicle trips and vehicle miles traveled by project occupants figure to be reduced owing to the site's proximity to the future BART station, access to two Alameda-Contra Costa (AC) Transit bus service routes (AC Transit Routes 210 and 215, both of which have stops within approximately ¼-mile of the site), and the project's provision of both long-term and short-term bicycle parking facilities. The project also makes efficient use of a prime infill site that currently includes uses and site improvements inconsistent with what the City envisions for a TOD site, and can readily be served by existing utilities and infrastructure. The project features a pedestrian-friendly design in accordance with the Irvington BART Station Area Plan, and will complement planned and approved multifamily residential developments in the vicinity of the project site, creating greater cohesion and consistency of uses and building types along Osgood Road.

HOUSING ELEMENT GOAL 3: *Encourage the Development of Affordable and Market-Rate Housing in Order to Meet the City's Assigned Share of the Regional Housing Need.*

HOUSING ELEMENT POLICY 3.02: *Promote existing opportunities to intensify development.*

HOUSING ELEMENT POLICY 3.03: *Encourage the development of a diverse housing stock that provides a range of housing types (including family and larger-sized units) and affordability levels throughout the community.*

HOUSING ELEMENT GOAL 5: *Ensure That All Persons Have Equal Access to Housing.*

HOUSING ELEMENT POLICY 6.03: *Focus future housing near transit nodes.*

Analysis: The proposed development will be consistent with the above-listed Housing Element goals and policies in that it will add to the City's existing stock of affordable housing and do so in a location that provides future residents with access to alternate means of transportation besides the private automobile. The provision of additional affordable housing units fulfills a recognized City and regional housing need. Minus a single on-site manager's unit, the project will serve extremely low-income, very low-income, low-income, and moderate-income households, exclusively, as detailed below:

| Income Level (Area Median Income) | Household Income Classification | Quantity of Units |
|-----------------------------------|---------------------------------|-------------------|
| 30% AMI | Extremely Low | 12 |
| 50% AMI | Very Low | 12 |
| 60% AMI | Low | 64 |
| 80% AMI | Moderate | 23 |

Zoning Regulations:

The project site is zoned R-3-70(TOD) (Multifamily Residential with Transit-Oriented Development Overlay District). This zoning district is intended to house multifamily residential development around major transit stations and within the City Center at the highest densities allowed anywhere in the City at 50-70 units per acre. A Discretionary Design Review Permit is required under FMC Sections 18.90.030(a) and 18.235.020(b) for multifamily residential developments.

The following table shows project compliance with the applicable standards for the site:

| <i>Development Standard</i> | <i>R-3-70(TOD), FMC, Irvington BART Station Area Plan, or Other Applicable Requirement</i> | <i>Proposed Project</i> | <i>Complies?</i> |
|-------------------------------------|---|--|--|
| Lot Area | 6,000 SF (0.14 acres) | 59,677 SF (1.37 acres) | Yes |
| Lot Width | 80 feet | 200 feet | Yes |
| Lot Depth | 100 feet | 328'-7" | Yes |
| Sidewalk Width | 16 feet | 16 feet | Yes |
| Minimum Front Setback | 6 feet – 15 feet | 6 feet | Yes |
| Minimum Side and Rear Yard Setbacks | 10 feet | 45'-5" (North) 26 feet (South) 45 feet (West) | Yes |
| Maximum Building Height (feet) | 65 feet | 85'-11" | *Additional height per AB 1763 (+33 feet permitted above standard) |
| Density | 50 (TOD) – 70 DU/acre | 81.75 DU/acre (14% increase) | *No density controls per AB 1763 |
| Common Open Space | 5,850 SF minimum (500 SF for first five units, 50 SF for each additional unit) | 7,119 SF | Yes |
| Private Open Space | All units shall contain a minimum 60 SF balcony or a minimum 100 SF patio | No balconies provided; 10 patios between 75 SF – 133 SF provided | *Concession per AB 1763 |
| Resident Storage | 100 SF minimum per unit; located w/in balcony, patio, or garage | 125 storage lockers between 100 CF – 151 CF provided in various common locations | *Concession per AB 1763 |

As shown in the table above, the project would conform to all applicable development standards for a new multifamily residential project at the project site with the exception of private open space provisions and resident storage locations. Density bonus concessions are requested for these items, as well as for an unscreened transformer and for a reduced off-street vehicle parking count (see below). The requested concessions are described and analyzed in the *Density Bonus* section of this report, which also details the by-right AB 1763 allowances related to project density and maximum building height.

Parking:

FMC Table 18.152.070 includes minimum and maximum parking requirements for projects within the TOD Overlay District. As the table below indicates, off-street parking for the proposed project is less than the TOD Overlay District standard. The applicant has requested a density bonus concession for the provision of off-street vehicle parking below the TOD Overlay District standard but at a rate consistent with State law for qualifying rental housing developments.

| <i>Multifamily Residential Off-Street Parking Spaces (per unit)</i> | <i>Minimum Off-Street Parking Spaces Required</i> | <i>Maximum Off-Street Parking Spaces Allowed</i> | <i>Proposed Project</i> | <i>Complies?</i> |
|--|--|---|---|-------------------------|
| 112 Units | One covered, plus 0.25 guest (140 total spaces) | One covered, plus 0.5 covered or uncovered, plus 0.25 guest (196 total spaces) | 72 parking spaces (+ 10 motorcycle parking spaces) | No |

Additionally, per FMC Section 18.183.135, bicycle parking is required for all multifamily housing developments. As the table below indicates, both short-term and long-term bicycle parking counts exceed zoning code requirements. Furthermore, as an amenity to residents of the proposed project, the building's secured bicycle storage room includes a work bench for do-it-yourself bicycle repairs.

| <i>Minimum Number of Required Off-Street Bicycle Parking Spaces (for Multifamily Developments without Private Garages)</i> | <i>Proposed Project</i> | <i>Complies?</i> |
|---|--|-------------------------|
| 58 long-term spaces (two, + 0.5 spaces / unit) 16 short-term spaces (four, + 1 space / 10 units) | 110 long-term bicycle parking spaces 20 short-term bicycle parking spaces | Yes |

Assembly Bill 1763 (AB 1763) – Density Bonus:

AB 1763 requires a density bonus be provided to an applicant who agrees to construct a housing development in which 100% of the total units, exclusive of managers' units, are for lower-income households (moderate-income and below), and no more than 20% of the total units are for moderate-income households. Projects that meet these criteria are afforded up to four incentives or concessions, and projects that are additionally located within ½-mile of a planned and funded or

existing major transit stop are exempt from any maximum controls on density and granted a height increase of up to three additional stories or 33 feet.

As shown in the project unit income level table in the *General Plan Conformance* section of this report, all project units except for one manager's unit would be restricted to households with incomes at or below 80% AMI. Furthermore, the project site is located approximately 200 feet south of the planned Irvington BART Station's southern Osgood Road boundary, qualifying the project for unlimited density and the additional height allowance. The project's 112 units results in a project density of 81.75 dwelling units per net acre, a figure that exceeds the R-3-70(TOD) allowance of 70 dwelling units per acre but is conforming given the project's AB 1763 qualifications. Similarly, the project's building height of 85'-11" exceeds the maximum allowable building height of 65 feet in the R-3-70(TOD) zone but is permissible in that it is less than the 98' building height that would be allowed for the project under AB 1763 (base zoning height of 65 feet plus 33 feet of additional height).

The applicant is requesting concessions related to residential storage unit locations (storage units are located off common areas of each building floor instead of exclusively within parking and/or private open space areas), private open space provisions (private open space is limited to 10 podium-level units), an unscreened above-ground transformer (the transformer is incapable of being screen with landscaping), and an off-street vehicle parking count less than the City's TOD Overlay District standard but consistent with State law (parking proposed at a rate of 0.64 off-street parking spaces per unit instead of not less than 1.25 parking spaces per unit) . The proposed concessions would allow the applicant to increase the number of affordable units in accordance with the parameters of the Density Bonus Ordinance in a cost-effective manner.

Architecture and Design:

Proposed project design is consistent with the Design Rules of the Irvington BART Station Area Plan (with the exception of the unscreened transformer at the rear of the building, as noted in the previous section) and in substantial conformance with Plan design guidelines. Project architecture is of high-quality and features a complementary mix of quality building materials, color, and articulation to create interest and enhance the visual character of Osgood Road. The building features a clean, contemporary, four-sided design that's enhanced by an active ground floor articulated with architectural detailing that features high-transparency storefront systems and three-dimensional accents such as awnings, recesses, and integrated seating to foster a positive pedestrian experience. Building facades would feature a base sand-finished stucco finish with well-integrated vertical sunshade fins, decorative shutters, wood style louvers, and other accent elements. More durable materials such as concrete block and fiber cement panels would help ground the building at its lower levels. Exterior lighting would be designed as to not cast glare on neighboring properties.

Landscape:

The project successfully incorporates a substantial amount of landscaping for such an urban, high-density development. The Osgood Road frontage would feature four Princeton sentry ginkgo street trees within protective tree wells. The project's street frontage would also feature built-in benches and raised planters along the front of the building to further enhance the streetscape. A linear landscape strip of minimum six-foot depth lining the site's interior property lines would be populated with low maintenance, low water use tree, shrub, and groundcover plantings to create a softer, more natural edge condition for the site and provide a buffer between developments. The podium-level courtyard would feature a variety of tree and shrub plantings along with multiple seating areas, gas fire pits and barbeques, and diverse arrangement of surface materials. The project's conceptual landscape plan has been reviewed by a staff landscape architect and been found to be in conformance with applicable FMC provisions and to contribute to project aesthetics.

As selected, all proposed project plantings would be of species having low-to-medium water demands, furthering water conservation efforts.

FINDINGS FOR APPROVAL:

Pursuant to FMC Section 18.235.060, in order to approve a Discretionary Design Review permit, the Zoning Administrator must make the following findings:

- (a) The proposed project is consistent with the general plan, any applicable community or specific plan, planning and zoning regulations, and any adopted design rules and guidelines.**

Analysis: The proposed project is consistent with the General Plan, the applicable zoning regulations and the applicable Irvington BART Station Area Plan design rules as detailed and described in the staff report. The project would develop affordable housing units in proximity to transit, shopping, services, schools, and parks. It would also allow for redevelopment of a vacant infill site with below market rate housing that is consistent with the scale and intensity of development intended for the site. The project features a well-designed site plan and multiple common open space areas and amenities for tenant use.

- (b) When a proposed project is inconsistent with an adopted design rule, the purpose and intent of the design rule is met through alternative means.**

Analysis: The proposed project is consistent with the applicable design rules contained within the Irvington BART Station Area Plan with the exception of Site and Building Design Rule 1.4.1., which requires above-ground utility transformers to be screened with landscaping. An above-ground utility transformer is proposed at the rear of the site in a location that is physically screened by the project building from right-of-way view but otherwise exposed from select on-site vantage points because space limitations of its proposed pad location and transformer access requirements prohibit inclusion of landscape screening. As allowed under density bonus law, the applicant would use a concession to waive the landscape screening requirement.

- (c) The multifamily residential project's architectural, site, and landscape design will not be detrimental to the public health or safety; and**

Analysis: The proposed project's design would not interfere with the use and enjoyment of adjacent development nor would it be detrimental to public health or safety because the project has been designed in a logical manner that comfortably fits the project building within the buildable envelope of the property while providing significantly increased building setbacks from all interior property lines. The design of the proposed project would enhance the Osgood Road public realm and through the incorporation of massing modulation, architectural features, and a diverse but compatible palette of materials and colors, the project would enhance the visual character of the area. The proposed project would not be detrimental to the public health, safety, or welfare of persons or property in the vicinity because it would be required to be constructed in conformance with the California Building Code.

- (d) Where HARB review is required, the proposed project is consistent with the applicable standards and findings required in Chapters 18.135 and 18.175.**

Analysis: HARB review is not required for this project as it is not within a designated historic district and the site's two existing single-family homes have been evaluated and found to lack historic significance.

Pursuant to FMC Section 18.165.090, the following findings are required prior to approval of an application for a density bonus, incentive, concession, waiver, or modification:

- (a) **The housing development is eligible for the density bonus and any incentives, modified parking, or waivers requested and includes any replacement affordable units required by Section 18.165.030(d).**

Analysis: The project meets the criteria in Government Code Section 65915 for no density controls and up to four concessions since occupancy of all project units (less one unrestricted manager's unit) will be for households with incomes of 80% AMI or less and the project site is located within ½-mile of a planned major transit stop. The two existing renter-occupied housing units that currently exist on the site would be replaced by the subject 112-unit housing development, which would restrict all units to lower-income households.

- (b) **Any requested incentive will result in identifiable and actual cost reductions to provide for affordable rents or affordable ownership costs;**

Analysis: The requested concessions will result in identifiable and actual cost reductions to provide affordable rents or affordable ownership costs based upon the documentation provided by the applicant. The requested concessions related to residential storage unit locations, private open space provisions, an unscreened above-ground transformer at the rear of the building, and an off-street vehicle parking count below what's required in the TOD Overlay District but consistent with State law would allow the developer to construct 111 units (100 percent of the total proposed units, less one on-site manager's unit) on the subject property that would be affordable to lower-income households and increase the number of affordable units in accordance with the parameters of the Density Bonus Ordinance in a cost effective manner.

Pursuant to FMC Section 18.215.070, the following finding is required in order to allow for the proposed removal of trees that are subject to protection under the City's Tree Preservation Ordinance:

- (a) **The proposed removal of protected trees would be consistent with the City's Tree Preservation Ordinance.**

Analysis: The removal of eight existing, private protected trees for the site is necessary to enable reasonable and conforming use of the property. Redevelopment of the site with a new 112-unit building with a 27,146-square-foot footprint, plus storm water treatment areas, parking, and circulation, requires their removal. Fourteen existing private protected trees would remain on-site, and 46 new trees (42 on-site and four street trees) are proposed in accordance with the City's Landscape Development Requirements and Policies (LDRP).

Environmental Review:

The proposed project is eligible for exemptions from the requirements of the California Environmental Quality Act (CEQA) per, without limitation, CEQA Guidelines Section 15332, Infill Development Projects, and CEQA Guidelines Section 15301, Existing Facilities. Additionally, a finding that no further environmental review is required for the project can be made pursuant to CEQA Guidelines Section 15183, Projects Consistent with a Community Plan, General Plan, or Zoning, as the project is consistent with the density established by the General Plan, for which an

Environmental Impact Report (EIR) (SCH#2010082060) was previously prepared and certified; and CEQA Guidelines Section 15183.3, Streamlining for Infill Projects, as the project is an infill development that satisfies the performance standards of CEQA Guidelines Appendix M and would not cause any new specific effects or more significant effects not previously analyzed in the General Plan EIR. Each of the foregoing provides a separate and independent basis for CEQA compliance. Please see Informational "1," CEQA Determination, for more information.

CITY FEES:

The proposed project is subject to development impact fees, and affordable housing fees for the unrestricted manager's unit. Fees would be calculated and due at the time of building permit issuance unless deferred.

PUBLIC NOTICE AND COMMENT:

Public hearing notification is applicable. A total of 133 notices were mailed to owners and occupants of property within 300 feet of the site. The notices to owners and occupants were mailed on May 20, 2021. A Public Hearing Notice was published by *The Tri-City Voice* on May 25, 2021.

ENCLOSURES:***Exhibits:***

Exhibit A - [Part 1 of 4 \(Project Information and Renderings\)](#)

Exhibit A - [Part 2 of 4 \(Architectural\)](#)

Exhibit A - [Part 3 of 4 \(Landscape\)](#)

Exhibit A - [Part 4 of 4 \(Civil and Lighting\)](#)

Exhibit B - [Findings and Conditions](#)

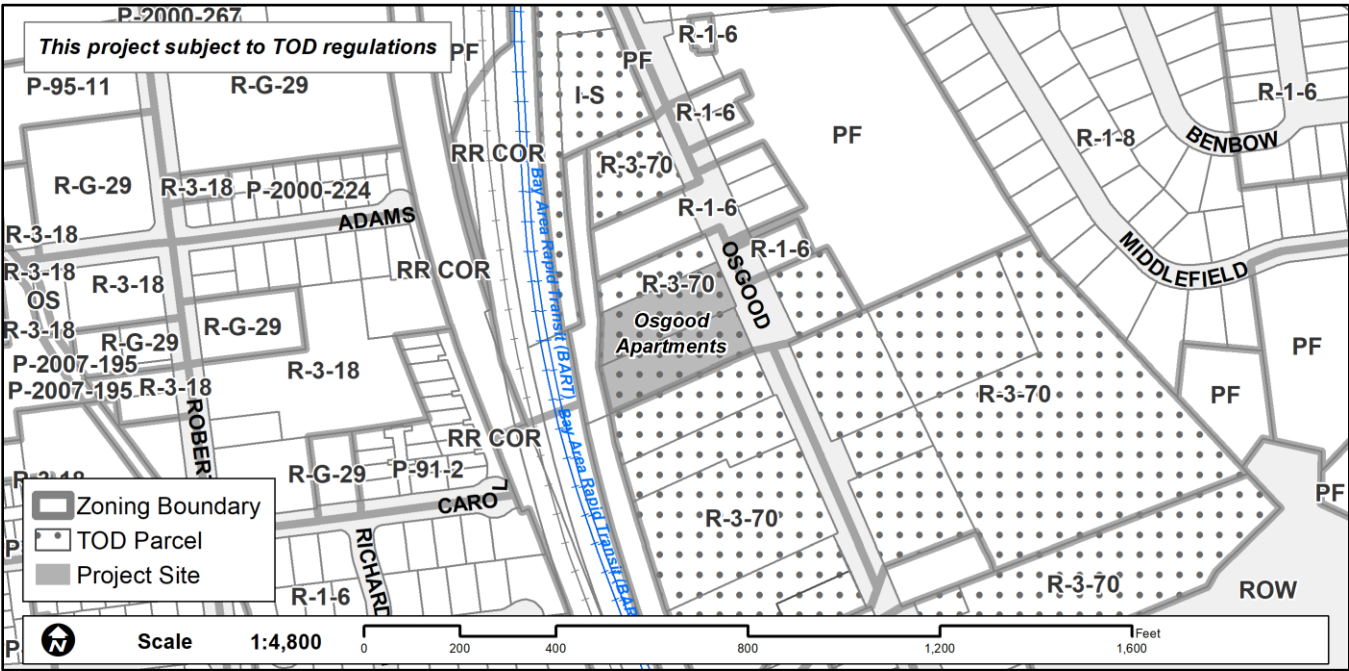
Exhibit C - [Applicant Narrative and Density Bonus Information](#)

Informational 1 - [CEQA Determination](#)

RECOMMENDATION:

1. Hold public hearing.
2. Find that the project as shown in Exhibit "A" is exempt from further environmental review per, without limitation, CEQA Guidelines Section 15332, Infill Development Projects and CEQA Guidelines Section 15301, Existing Facilities; and find that no further environmental review is required pursuant to CEQA Guidelines Section 15183, as the project is consistent with the density established by the General Plan, for which an Environmental Impact Report (EIR) (SCH#2010082060) was previously prepared and certified; and CEQA Guidelines Section 15183.3, as the infill project satisfies the performance standards of CEQA Guidelines Appendix M and would not cause any new specific effects or more significant effects not previously analyzed in the General Plan EIR, each on a separate and independent basis; and
3. Approve the Discretionary Design Review Permit as shown on Exhibit "A," subject to findings and conditions of approval in Exhibit "B."

Existing Zoning Shaded Area represents the Project Site



Existing General Plan Shaded Area represents the Project Site

